

A Gross Mis-statement.

MR. DAVIES made a gross mis-statement the other evening when he said that the Contract did not make the construction of the Eastern and Central sections "inter-dependent on each other. Here is what the Contract says in reference to this subject. We quote from Section 4.

"The work of construction shall be commenced at the eastern extremity of the Eastern Section, not later than the first day of July next, and the work upon the Central Section shall be commenced by the company at such point towards the eastern end thereof on the position of the end now under construction as shall be found convenient and as shall be approved by the Government, at a date not later than the first of May next, and the work upon the Eastern and Central portions shall be vigorously and continuously carried on at such a rate of annual progress on each section as shall enable the company to complete and equip the same and each of them in running order on or before the 1st day of May, 1891, by which date the company hereby agree to complete and equip the said sections, in conformity with this contract, unless prevented by the Act of Government, the Queen's enemies, intestine disturbance, epidemics and floods, or other causes beyond the control of the company, and in case of the interruption or obstruction of the work of construction from any of the said causes the time fixed for the completion of the railway shall be extended for a corresponding period."

There is no excuse for Mr. Davies in this matter. He stated with the announcement that he had given "a great deal of time and study to this question," and yet we find him making the grossest mis-statements of facts, and then making these mis-statements the basis of declamation for two long, mis-spent hours. When Mr. Davies said the Company were free under the Contract to build the central or easy portion of the line and leave the Eastern or difficult section unbuild, he simply misled and humbugged his party; and it is due to them that he should now call another meeting and plainly tell them that he had mis-represented the facts, and induced them to vote for his silly, ungrammatical resolution under false pretences.

Petitions.

DURING Christmas, and previous and subsequent days, the Grits were, we learn, quietly circulating throughout the country, petitions against the ratification by Parliament of the Canada Pacific Railway Contract. Knowing the weakness some people have for signing petitions, they take their round before they hold their meetings, expecting that taxpayers will sign in haste and repent at leisure. We learn that in many settlements their success has not proved equal to their anticipations. Prince Edward Islanders are not to be so easily misled. Having experienced a joyful feeling of relief because the contract has been made, they are not going to allow themselves to be scared into asking Parliament to withhold its ratification and to go on with the Railway as a Government work, involving indefinite expense and "a yawning abyss of jobbery and corruption."

Campbell's Cove Breakwater.

We have great pleasure in seconding the efforts of those who are promoting the accomplishment of this work—begun many years ago, and never finished. The breakwater would be of use to the fishermen and traders, not only of the neighborhood, but of Nova Scotia, New Brunswick and Cape Breton. The shelter which, by it, would be afforded to small craft engaged on the fine fishing grounds of the East Point, would be a very great advantage. Not only much time, but valuable property and invaluable lives, may be saved if the Breakwater be finished. The proposed work is worthy the serious consideration of the Government; and we feel sure that Messrs. McDonald and Nuttall will not fail, promptly and forcibly, to press it upon the attention of the proper authorities.

Not Yet.

We have not yet had the pleasure of seeing any notice of a public meeting to be held for the purpose of enabling Mr. L. H. Davies to correct the most egregious of the mis-statements with which, at the meeting in Market Hall, he deceived his supporters and followers? Are we, then, to infer that these gross mis-statements are to remain uncorrected?

Quite a number of important cases were decided before His Honor Judge Alley, in the County Court yesterday. We notice one in particular: that of Dr. McNeill vs. the Union Bank of Prince Edward Island. This was an action brought to recover, as the plaintiff alleged, money improperly charged to him for exchange on two drafts payable at the Union Bank. No defence being made, the plaintiff easily obtained judgment for amount claimed, with costs against the Bank. Is it not strange that a charge of this nature should be made by a Bank, if unsustainable and incapable of being defended? The amount involved was small but the principle, nevertheless, would affect much larger transactions and the community at large would do well to take notice of it.

We understand that none of the people from New London responded to the invitation of the promoters of the big meeting excepting "two of the Brown boys" from Stanley.

Weather Bulletin.

Probabilities for the next 24 hours for the Maritime Provinces.

Toronto, Dec. 29—10 a. m.

Fresh to brisk winds, fair to cloudy cold weather, with light snow.

MR. VENDOR explains that his now overdue snow storm would have been here on time had it not been for the adverse wind.

NEWS BY TELEGRAPH.

IRELAND.

LONDON, Dec. 23.

It is rumored that Mr. Parnell has been suddenly removed from the leadership of the Land League and replaced by Michael Davitt, whose outspoken Fenianism and emphatic demands for separation from England, it is said, find the most favor now in Ireland. The rumor lacks confirmation.

The Customs authorities yesterday seized the Norwegian ship "Juno" in the Clare river, near the mouth of the Shannon. Her cargo consisted of arms, of which three wagon loads had already been landed. A force of marines and artillery have charge of the vessel. The "Juno" is from Cork for Baltimore, with railroad iron and arms, mostly obsolete carbines and revolvers. Being disabled, she was taken in tow by a tug and brought to Limerick, where she is now under repair. Her cargo was necessarily removed, and the arms and ammunition were taken to the Queen's stores under a military guard.

A despatch from Dublin says the ship Juno is the same vessel from which arms were stolen some time ago in Cork harbour. The ship has been knocking about for six months on her way to the United States. The authorities will keep charge of her until the arms have been removed.

LONDON, Dec. 27.

A despatch from Dublin to the Times says it is generally said that so dull and sad a Christmas has never been experienced there. It was solemn, despite the masks. The spirit of the people, and the trade also, have for some time been feeling the effects of the disturbance of the country. They are beginning to exhibit signs of great embarrassment, but the agitation, which is paralyzing trade, putting capital to flight, and poisoning commercial life, still extends its deadly influence, while the sufferers look upon its progress in helpless dismay.

LONDON, Dec. 26.

The information received within the last few days by the Government has been of such a character as to leave no doubt but that an organized and general rising in Ireland was arranged for to-day. This circumstance accounts for the hurried despatch to that Island of so many picked troops, a large portion of the Household Brigade, and five batteries of the Royal Artillery. There is now in Ireland an army of 30,000 regulars, the flower of the British army, so that successful insurrection would be impossible. Nevertheless, it is feared that disturbances will occur there. Simultaneous blows, according to the original programme, were to be struck in London and other great cities of England, hence the police authorities everywhere spent an anxious Christmas. Many Irish-Americans have arrived within the last few days at Queenstown, but any attempts to land arms will be frustrated, for the coast is now carefully guarded. The Government is, at least, fully determined to keep Ireland nominally under the rule of the Crown, although all law continues to be trampled upon by the great mass of the population. The Conservative papers, as might be expected, reproach the Government bitterly, while several journals in the Provinces express their full approval of Mr. Gladstone's policy, declaring that the time for coercion in Ireland without remedying Irish grievances has passed by, never to return.

THE BOERS.

LONDON, Dec. 27.

A despatch from Cape Town gives some details of action at Middleburg. The Boers attacked the 94th regiment while under a flag of truce, and while they were endeavoring to extricate some wagons. Several of the police and some civilians were murdered at a meeting of 3,000 Boers. They also murdered Mr. J. A. Ereta, a Boer clergyman, who was interceding for others. Colonial people are very much exasperated at this last outrage.

Perils of the Sea.

ANOTHER TALE OF SHIPWRECK ON THE COAST OF NEWFOUNDLAND—TOTAL LOSS OF THE SCHR. ROYAL ARCH—THRILLING NARRATIVE OF THE CAPTAIN.

(Special despatch to Halifax Chronicle.)

ST. JOHN'S Nfld., Dec. 27.

The captain and crew of the schr. Royal Arch has arrived overland from Witless Bay, distant 18 miles from St. John's, where they were dashed ashore amid breaking seas, in a small boat, almost stove to pieces and partially filled with water. Their escape is one of the most miraculous in the history of marine incidents.

Capt. Noel, of the Royal Arch, gives the following account of the loss of his vessel and the well nigh miraculous escape of himself and his crew:—

"The schooner Royal Arch, of about one hundred and fifty tons burden, laden with a general cargo of produce and bound from Georgetown, P. E. I., to St. John's, N. F., was lost yesterday morning at ten o'clock on the eastern side of Gull Island, off Witless Bay. About nine o'clock a heavy sea struck us on the port bow, carrying away the bowsprit and jibboom. A few minutes afterwards the foremast went by the board, carrying along with it the mainmast and leaving us a helpless wreck, floundering about in the trough of the sea. The wind was blowing a terrific gale from east north east and a heavy broken sea was rolling on from the eastward. Under our lee, notwithstanding more than a half mile, lay Gull Island, against which the sea was breaking and piling up in terrible fury. Our first impulse was to lower away our only boat, but while making preparations to put her in the water, a sea broke near us and stove the boat smashing several planks. Our fate now appeared to be hopelessly sealed. In a few minutes we must be thrust in against the boiling cliffs, where a few minutes would be sufficient to work the doom of the vessel and all on board. Our

only chance, and that a very frail one, lay in being able to weather the eastern points of the island, where a temporary breakwater might enable us to make a leap for our lives. Meantime we set to work to repair, as well as we could, the damage done to our boat. Our materials were very meagre, but a few nails replaced the broken plank and a few threads of oakum stopped the chinks. The whole frame of the boat, however, was disjointed and almost shaken asunder. Fortunately we weathered the dreaded eastern point and swung right in against the butting perpendicular cliff. Throwing two draw-buckets into the boat, we threw her without aid of fall or tackle over the side of the schooner, and made a headlong scramble for life. We all succeeded in getting into her, but scarcely had she dropped into the water before she was almost in a sinking condition. By resolutely plying the two buckets we barely succeeded in keeping the water from rising to the gunwale, but at no time did we manage to reduce it less than half the full of the boat. Lucky it was for us that Witless Bay lay directly under our lee, so that we had no effort to make, but merely to steer the boat before the wind. By taking turns at the bucket we were able to keep the boat from being actually swamped, but as it was she was under water from the time we rounded the south end of Gull Island till we were dashed ashore in Witless Bay. We had not been well cleared of the Royal Arch when she went to pieces, hammered against the cliff, and disappeared in less than three minutes from the time we flung out the boat, the shattered and only plank of safety we owned, in the water. About an hour after leaving our schooner we were among the breakers, and only a few hundred fathoms from the beach at Witless Bay. From that time till we found ourselves tossed high and dry ashore, our boat in staves and ourselves flung here and there along the rocky beach, none of us remember anything. It seems like a mere misty dream. Fortunately no one of us was severely injured, and we have great reason to thank Providence for our miraculous preservation. We have lost everything but our lives, and that we are saved is due to no effort on our part, for it seemed as if human energy in the circumstances in which we were placed amounted to nothing."

DIGBY HERRING and CODFISH at the Family Groceoy.—R. K. BRACE. [de 29

HAVE you had any sausages from the "Fish Market"? They are the best in town, and are made fresh every morning. [de 29 6i

BANK STOCK.

I WILL sell at AUCTION, at my Sale Room, Queen Square, on FRIDAY, 7th JANUARY, at 12 o'clock.—

15 shares in Bank of P. E. Island, 15 shares in Union Bank P. E. Island, 5 shares in Merchants Bank P. E. Island.

WILLIAM DODD, Auctioneer. Dec. 29, '80—eod

FOR SALE!

SCHOONER "BONNIE LASS," 107 tons Register, five years old, copper fastened, very strongly built, and a good sailer, as she now lies frozen up in East River, Charlotte-town, and ready to proceed with freight as soon as navigation opens. For further particulars apply to

J. & F. McMILLAN, Isaac's Harbor, N. S., Dec. 24, '80—1m eod

TELEGRAPHY!

A CLASS will be formed about the last of January, 1881, at the Charlottetown Business College. All persons wishing to join must file their applications (written) previous to that date. Terms, tuition, hours, &c., on application to

L. B. MILLER, Principal, Post Office Box 136. Ch'town, Dec. 29, '80.

ENGLISH AND FOREIGN

Newspapers, Magazines, Reviews, &c.

NOW is the time to subscribe for 1881. Orders made up every mail. Apply at HARVIE'S BOOKSTORE, Dec. 29, '80—tf Queen Street.

DIARIES FOR 1881.

A CHOICE ASSORTMENT JUST RECEIVED AT HARVIE'S BOOKSTORE. Dec. 29, '80—tf

THE LAST CHANCE!

ANOTHER OPPORTUNITY will be offered to those wishing to secure good PICTURES at low prices. I will positively close out, without reserve, at the

Queen Street Auction Rooms,

—ON—

Thursday Afternoon, the 30th December,

AT 2 O'CLOCK,

75 CHOICE

Chromes and Oleographs.

Also a few new Clocks and Silver Watches. A positive clearance will be made at any price.

W. D. STEWART,

Dec. 28, '80—2i Auctioneer.

POSTPONED!

THE OPENING OF THE CITIZEN'S SKATING RINK has been—owing to the weather—postponed until

Thursday Ev'ng, 30th inst.,

AT 8 O'CLOCK.

G. W. WAKEFORD, Secretary. Dec. 27, 1880.

—AT— 83 QUEEN STREET. CLEARANCE SALE OF GENERAL DRY GOODS! TREMAINE & METCALF'S,

CONCERT!

ST. JAMES' HALL,

Wednesday, 29th December.

PART FIRST.

- 1. Quintette Club
2. Song (Scottish) Mr. A. McKinnon
3. Duet (Piano) Miss Morrison and Prof. Earle
4. Song—"Scotland Yet" Mr. Caven
5. Reading Miss Barr
6. Song Mr. Montgomery
7. Duet (Piano and Violin) Miss B. Macleunan and Mr. W. C. Harris
8. Song Mr. Williams
9. Song—"Come and meet me, Darling," Mr. Williams
10. Reading Mr. Arthur Peters

PART SECOND.

- 1. Quintette Club
2. Song—"Man the Life Boat," Mr. A. Lord
3. (Piano Solo)—"Fantasie sur Faust," Miss Bertha Gray
4. Song Miss Bourke
5. Song—"Rocked in the Cradle of the Deep," Mr. Reid
6. Reading Miss Lea
7. Song—"Ballad from Brides of Venice," Mr. Williams
8. Duet (Piano) Miss Dunn and Prof. Earle
9. Song Mr. Montgomery
10. Song—"Hundred Pipers" Mr. Caven
God Save the Queen by Quintette Club.

Doors open at 7.30. Concert to commence at 8 o'clock. Tickets to be had at the stores of W. R. Watson, Dr. Dodd, C. D. Rankin, J. MacEachern, W. D. Stewart, W. & A. Brown & Co., and at Apothecaries' Hall. Dec. 22, 1880—3i w tu w

SALE POSTPONED

Y. M. C. ASSOCIATION.

THE ANNUAL SALE

NEWSPAPERS & MAGAZINES

WILL TAKE PLACE ON

Thursday Evening, the 30th December,

AT HALF-PAST SEVEN O'CLOCK.

By order, F. S. MOORE, President. Dec. 23, 1880—

Life Among the Hills!

COLORADO IN 1880.

J. H. FLETCHER, Esq., will deliver the first of two Lectures on the above subject, in the Hall of the Y. M. C. A., under the auspices of the Ladies' Social Committee on New Year's Eve (FRIDAY, the 31st inst.) The second Lecture on the same subject will be given in the Market Hall on WEDNESDAY, the 10th JANUARY, before the Ladies' Temperance Benevolent Society. Funds to go to the relief of the poor. The first Lecture will give a description of the physical appearance of Colorado—peculiarities of the country—characteristics of the people—mineral industry—moral status of society—life in mining camps, &c. Parties wishing to hear all about Colorado should attend both Lectures. Admission 25 cents. [de 28

FLOUR!

Kent Mills, Superior Extra. FOR SALE HERE, or on Cars at Georgetown. Apply to JAMES BROWN & CO., Dec. 28, '80. Water Street, Ch'town.

P. E. Island Railway.

TENDERS FOR SLEEPERS.

SEALED TENDERS, marked "Tenders for Sleepers," will be received by the undersigned at the Railway Office, Charlottetown, until 6 p. m., SATURDAY, the 8th January, 1881, for the undermentioned Sleepers:—

- Between Georgetown and Mt. Stewart, 13,000
" Mt. Stewart and Ch'town... 13,000
" Mt. Stewart and Souris... 6,000
" Royalty Junction and S'Side... 18,500
" Summerside and Tignish... 40,500

Forms of Specification and Tender can be had on application at any of the Railway Stations, or at the Railway Office, Charlottetown.

L. B. ARCHIBALD,

Superintendent. Railway Office, Charlottetown, Dec. 24, 1880 6i, pat pres her ar ne sp sj kea pio till date

Wants, Lost, Found, &c

WANTED—A purchaser for a Pony three years old—dark grey—good roadster, gentle in harness, and sound. Apply at the EXAMINER Office. [de 28 5i

TO LET—For Dancing Assemblies, Public Meetings, etc. Allin's Hall. Apply to W. KENNEDY, at "The Confectionery." [de 16 6i eod

TO LET—Shop and Dwelling House on Great George Street. For particulars apply to E. McDOUGALL. [de 14 ti

WANTED—By a competent person, employment for the winter to make up books and accounts. Apply at this office. [de 1

Charlottetown, November 18, 1880.